



City of  
**Rockville**  
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## **Planning Commission Staff Report: Site Plan Applications–STP2014-00216 & STP2014-00217 900 and 901 King Farm Boulevard**

**MEETING DATE:** December 10, 2014

**REPORT DATE:** December 3, 2014

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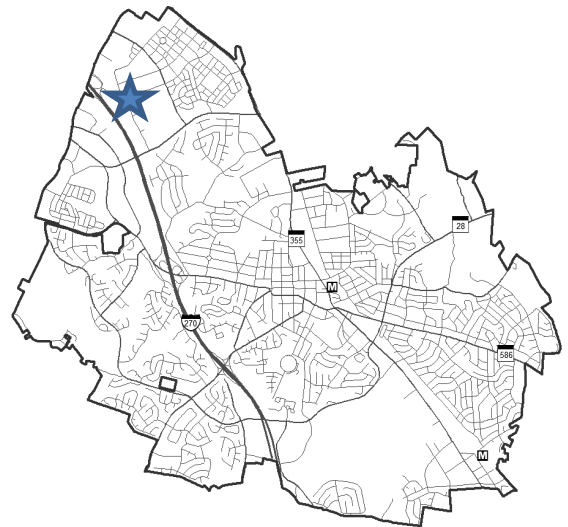
**APPLICATION DESCRIPTION:** A site plan proposal to construct a townhouse development consisting of 76 units on 3.73 acres (00216) at 901 King Farm Boulevard and 53 units on 3.41 acres (00217) at 900 King Farm Boulevard.

**APPLICANT:** King Farm Associates, LLC  
8330 Boone Blvd., Suite 460  
Vienna, VA. 22182

**FILING DATE:** May 29, 2014

**RECOMMENDATION:** Staff recommends approval of Site Plans STP2014-00216 and STP2014-00217 subject to conditions, and based upon the findings, outlined in the staff report.

**EXECUTIVE SUMMARY:** The applicant (King Farm Associates, LLC) seeks approval of a Level 2 Site Plan to construct a townhouse development consisting of 129 units on 7.14 acres. The project has been submitted as 2 separate applications: STP2014-00216 located at 901 King Farm Boulevard (F5) is 3.73 acres and proposes 76 units; STP2014-00217 located at 900 King Farm Boulevard (F6) is 3.41 acres and proposes 53 units. Both F5 and F6 were designated for office development in the Comprehensive Planned Development for King Farm (CPD). With the consent of Mayor and Council, King Farm was allowed to increase the number of residential units approved under the CPD, up to 400 units. The proposed development of the F5 and F6 sites with up to 144 townhouse units was authorized by Mayor and Council with the adoption of Resolution No. 9-13 on September 9, 2013.



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## RECOMMENDATION

Staff recommends approval of Level 2 Site Plan Applications STP2014-00216 and STP2014-00217 subject to the conditions and based upon the findings outlined in the staff report.

## SITE DESCRIPTION

The subject site is two parcels in the King Farm development: Parcel BN (referred to herein as "F5") is 3.73 acres in size located at the northwest corner of King Farm Boulevard and Piccard Drive; Parcel BQ (referred to herein as "F6") is 3.41 acres and is located at the southwest corner of King Farm Boulevard and Piccard Drive. Both properties are bounded by Piccard Drive to the east, the Upper Rock Development to the north, the Sheraton property and Redland Boulevard as it wraps around the south and west sides of the F6 property, and the ramp from northbound I-270 to Shady Grove Road located west of the F5 property.

Both properties are vacant and undeveloped, therefore there are no vehicular access points constructed at this time. The Sheraton Hotel is located to the west of the F6 property, and a surface parking lot serving the hotel is located on the southwest corner of the F6 site. As indicated, the Upper Rock development abuts the F5 property to the north with a multi-family residential building and parking garage developed immediately adjacent to F5. Across Piccard Drive to the east are two office buildings (F3 and F4) and a parking garage is located across Piccard Drive at the northeast corner of Piccard and Redland Boulevard.

Both properties are undeveloped, but have been rough graded. There are no environmental features remaining on the site, nor are there are stands of trees or forested areas.

**Location:** 900 & 901 King Farm Boulevard, Rockville, Maryland 20850

**Applicant:** King Farm Associates, LLC  
8330 Boone Blvd., Suite 460  
Vienna, VA. 22182

**Land Use Designation:** Comprehensive Planned Development

**Zoning District:** PD-KF(Planned Development – King Farm)

**Existing Use:** Vacant

**Parcel Area:** 7.14 acres

**Dwelling Units:** 129 townhouse units / 17 Moderately Priced Dwelling Units (MPDU)

**Building Height:** 45 feet

## Vicinity

Surrounding Land Use and Zoning			
Location	Zoning	Planned Land Use	Existing Use
North	PD-UR Planned Development - Upper Rock	Restricted Industrial / Office Park	Multi-family Residential
East	PD-KF Planned Development – King Farm	Comprehensive Planned Development	Office
South	MXE Mixed Use Employment	Restricted Industrial / Office Park	Medical Office (Kaiser)
West	PD-KF Planned Development – King Farm	Comprehensive Planned Development	Hotel (Sheraton)

## PROJECT DESCRIPTION

The proposed project consists of 129 townhouse units on two parcels totaling approximately 7-acres in size. The site is referred to as Parcels BN (F5) and BQ (F6) within the Irvington Centre section of the King Farm development. Both parcels were designated as “Office” in the original Concept Plan for King Farm, and had previously approved site plans allowing office development. The current application has been filed as two separate site plans (STP2014-00216 and STP2014-00207); however both have been reviewed and processed concurrent with each other. The applicant has submitted a project narrative for each site plan application; these are attached as **Attachment 4-1** (F5) and **Attachment 8-1** (F6).

### **STP2014-00216 (F5)**

The F5 development consists of 76 townhouse units on 3.73 acres (**Attachment 5-1**). All of the proposed units will have garage access off of an alleyway, with the frontage of the properties located either along a public street (Piccard Drive and King Farm Boulevard), or an open courtyard. Of the 76 units there are 32 with proposed dimensions of 20’ x 38’; 34 with proposed dimensions of 16’ x 38’; and, 10 MPDUs (Moderately Priced Dwelling Units) with proposed dimensions of 16’ x 30’. All of the proposed townhouses will be 4 stories in height (45 foot maximum height) ranging in size from 1,700 to 2,200 square feet.

The project is unique in that there are no proposed public rights-of-way within the development. King Farm Boulevard (south) and Piccard Drive (east) provide neighborhood access to public streets; however all interior streets and alleys are private. A proposed 27 foot wide (50 foot total right-of-way) private street (“A”) will connect Piccard Drive with King Farm Boulevard and will serve as the primary access to the site. The private alleys are accessed from this proposed private street. Alley “A” proposes a 20 foot pavement width and loops around the north of the site, adjacent to Upper Rock. Alley “A” provides garage access for 49 of the 56 lots. Alley “B” provides 16 feet of pavement width and provides garage access for 12 lots, and

Alley "C" provides 16 feet of pavement width and provides garage access for 15 lots. **(See Attachment 6-1 for cross sections)**

The rear property lines of all proposed lots extend to the centerline of the proposed alleys. Vehicular access to the garages, as well as the provision of utilities, will be provided through easements (access and utility). The private streets, alleys, common area landscaping and dry utility structures will be maintained by the King Farm Assembly.

Pedestrian access to properties fronting on public rights-of-way will be provided by existing sidewalks along the frontages of King Farm Boulevard and Piccard Drive. The remainder of the lots will be accessed by 4-foot wide sidewalks providing pedestrian connectivity throughout the neighborhood via Private Street "A" and the proposed alleys.

All of the proposed lots meet the minimum width of 16 feet. Front building restriction lines are set at 6 feet, with the rear building restriction lines at 16 feet.

#### **STP2014-00217 (F6)**

The F6 development consists of 53 townhouse units on 3.41 acres **(Attachment 9-1)**. The general layout is the same as F5 with the proposed units having garage access off of an alleyway, with the frontage of the properties located along a public street (Piccard Drive and King Farm Boulevard) or open courtyards. Of the 53 units there are 30 with proposed dimensions of 20' x 38'; 16 with proposed dimensions of 16' x 38'; and, 7 MPDU's (Moderately Priced Dwelling Units) with proposed dimensions of 16' x 30'. All of the proposed townhouses will be 4 stories in height (45 foot maximum height) ranging in size from 1,700 to 2,200 square feet.

As in the proposed F5 neighborhood there are no proposed public rights-of-way within the development. Piccard Drive (east) provides neighborhood access to public streets; however all interior alleys are private. Access to Piccard Drive, as well as internal access, is provided from four proposed 20 foot wide private alleys. Additional access to the F6 neighborhood is taken from an ingress / egress easement in the form of a driveway off of King Farm Boulevard that currently serves the Sheraton Hotel to the west. Access to the hotel will be maintained from this driveway. **(See Attachment 10-1 for cross sections)**

The rear property lines of all proposed lots extend to the centerline of the proposed alleys. Vehicular access to the garages, as well as the provision of utilities, will be provided through easements (access and utility). As referenced above, the private streets, alleys, common area landscaping and dry utility structures will be maintained by the King Farm Assembly.

Pedestrian access to the front of properties fronting on public rights-of-way will be provided by existing sidewalks along the frontages of King Farm Boulevard and Piccard Drive. The remainder of the lots will be accessed by 4-foot wide sidewalks providing pedestrian connectivity throughout the neighborhood via Private Street "A" and the proposed alleys.

All of the proposed lots meet the minimum width of 16 feet. Front building restriction lines are set at 6 feet, with the rear building restriction lines at 16 feet.

#### Sheraton Hotel Parking

The F6 neighborhood is currently the location of an 84-space surface parking lot serving the Sheraton Hotel property to the west. As part of the detailed application approval for the Sheraton hotel (CPD2004-002AJ) there was a condition that addressed this surface parking lot as follows:

Eighty four (84) surface parking spaces shown on future F-6 Irvington Centre Building site shall be removed when F-6 Building is constructed and will be replaced with structured parking (38 permanent spaces and 46 shared spaces) per Section 25-648(6) of the Zoning Ordinance. During construction of F-6 Building temporary parking may be located on F-3 Building site or other suitable location.

The approval for the referenced F6 Building and structured parking has subsequently expired. With the current development proposal the above-referenced condition is no longer valid. The current proposal, pursuant to a filed site plan amendment (STP2014-00219), is to relocate the surface parking lot out of the proposed townhouse development. The lot will simply be reconfigured in a different orientation allowing for the maintenance of the 84-spaces. There is a proposed condition attached to this recommended site plan approval, requiring approval of the site plan amendment for this surface parking lot.

#### Previous Related Actions

- CPD95-0002 – Comprehensive Planned Development – Approved by Mayor and Council Resolution No. 10-96 approving a concept plan for the 430.63 acres of the King Farm development. Approved on June 8, 1996.
- CPD95-0002A - Comprehensive Planned Development – Amended concept application approved by Mayor and Council Resolution No. 25-03 approving an amendment to the concept plan allowing for the development of a 175,000 square foot hotel. Approved on August 4, 2003.
- CPD95-0002B - Comprehensive Planned Development – Amended concept application approved by Mayor and Council Resolution No. 6-05 approving an amendment to the concept plan allowing for the development of a continuing care retirement community and changes to the permitted use of designated park sites. Approved on March 14, 2005.
- CPD2005-002AK – Comprehensive Planned Development – A proposed 352,565 square foot office building on the F5 parcel. Approved by the Planning Commission on June 8, 2005.

- CPD2007-002AM – Comprehensive Planned Development - A proposed 262,717 square foot office building on the F6 parcel. Approved by the Planning Commission on September 26, 2007.
- Resolution No. 9-13 approving 144 additional townhouse dwelling units on King Farm F5 and F6 sites. Approved by Mayor and Council on September 9, 2013.

## **PROJECT ANALYSIS**

Under the initial Concept Plan approval the King Farm development was capped at a total of 3,200 residential dwelling units. However, pursuant to the annexation agreement and Resolution No. 10-96 (approving the Concept Plan application) an increase of up to 400 units, for a total of 3,600, is permitted as follows:

The total number of residential units may not exceed 3,200 units; provided, however, that subject to the approval of the Mayor and Council, the number of residential dwelling units may be increased to 3,600 dwelling units.

On September 9, 2013 the Mayor and Council approved Resolution No. 9-13<sup>1</sup> which authorized the development of 144 townhouse dwelling units on the F5 and F6 sites. The subject site plan applications were filed pursuant to this Mayor and Council authorization. The approval of this Resolution also reduced the approved and unbuilt office density for King Farm. The formula used for this reduction was the estimated square footage of a townhouse unit (2,400) multiplied by the additional number of dwelling units approved under the Resolution (144). Based on this formula the reduced office square footage is estimated to be 345,600 square feet (144 x 2,400).

## **Master Plan**

The property is located within Planning Area 17, “King Farm” and is designated as “Comprehensive Planned Development” on the Land Use map. The Comprehensive Master Plan provides a description of the development as a “neo-traditional neighborhood designed with a grid street pattern and a mixture of uses and housing types incorporated into the design”. The recommendation from the Master Plan is:

“Follow the concept plan as detailed applications are submitted for approval.”

The initial Concept Plan for King Farm designated both F5 and F6 as “Office”. As noted above, the Resolution approving the additional residential units specifically designated parcels F5 and F6 for the proposed townhouse development. However the adopted Resolution did not officially amend the approved concept plan so these two sites both

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<sup>1</sup> Resolution No. 9-13 is attached to the applicants statement for both F5 (Attached 4-1) and F6 (Attachment 8-1)

retain the underlying “office” designation. This office designation is important to the allowed height of the development, as will be discussed below

### **Land Use Map**

The land use designation for the entire King Farm development is “Comprehensive Planned Development”. The proposal is consistent with the residential density allowance of the Concept Plan, as well as the applicable development standards associated with the plan.

### **Master Plan Compliance**

The project is consistent with the Master Plan in that the proposal follows the Concept Plan approved for the King Farm neighborhood. As discussed in other areas of the report the Concept Plan for King Farm always anticipated an additional 400 residential units. The increase in units in terms of their type and location required authorization from the Mayor and Council.

### **Infrastructure/ Adequate Public Facilities Standards (APFS)**

As indicated above, the Comprehensive Planned Development and Annexation Agreement for the King Farm development anticipated a total of 3,600<sup>2</sup> residential dwelling units. With the adoption of Resolution No. 9-13 the Mayor and Council authorized up to 144 units presented with these applications. The availability of public facilities was determined at the time of the original approval of the Comprehensive Planned Development of which these units, pursuant to the annexation agreement, were a part. Pursuant to Section 25.20.03.a.3 of the Zoning Ordinance (below), the previous public facility determination remains valid.

3. Prior Approvals of Certain Developments - A determination of adequate public facilities made prior to March 16, 2009 in connection with the approval of the following developments under the zoning regulations in effect at the time remains valid for such period as may have been determined by the Mayor and Council or the Planning Commission, as applicable, at the time of approval: Comprehensive Planned Development, Variable Lot Size Development, Cluster Development, Residential Townhouse Development, Planned Residential Unit Development, I-3 Optional Method of Development, Preliminary Development Plan, development pursuant to an optional method of development requiring a Preliminary Development Plan.

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<sup>2</sup> “The total number of residential units may not exceed 3,200 units’ provided, however, that the subject to the approval of the Mayor and Council, the number of residential units may be increased to 3,600 dwelling units.



## **Water and Sewer**

Water and Sewer service is provided by the Washington Suburban Sanitary Commission (WSSC). The Hydraulic Planning Analysis for this project was performed by WSSC and approved on October xx, 2014.

## **Schools**

The subject properties are located within the Gaithersburg High School cluster and are served by Rosemont Elementary School, Forest Oak Middle School and Gaithersburg High School.

## **Transportation and Circulation**

### **Traffic**

The applicant's Transportation Report is attached as **Attachment 12-1**. Within the report the applicant has analyzed trip generation calculations by comparing the number of trips generated by the two development scenarios of office versus residential. The results of this analysis is provided **Table 1** of **Attachment 12**, and shows that based upon these calculations the proposed townhouse development would generate substantially fewer trips than a comparable office development thereby resulting in less impact on the local transportation network.

### **Access & Circulation**

As discussed above, access to the development is taken from King Farm Boulevard, Piccard Drive and an access easement serving the Sheraton Hotel west of the F6 neighborhood. Proposed Private Street "A" runs through the F5 development, connecting King Farm Boulevard and Piccard Drive and providing access from both public streets. This street section conforms to the approved Concept Plan "Type B – Residential Street". All of the alleys in F5 and F6 conform to the "Type 5 – Residential Alley" as approved in the King Farm Concept Plan. The primary difference between the concept plan alley section and the proposed sections is the proposed centerline of the alley is the rear property line of the townhouse lots. Typically a separate parcel would be created to function as the alley. The cross section provided in the Concept Plan was illustrative and nothing was found in the Plan that precluded the proposed section. Access through the alley and proposed Private Street "A" will be provided by means of an ingress / egress easement. Maintenance of these street / alleys will be provided through a maintenance easement / agreement with the designated homeowners association.

### **Bicycle/Pedestrian Access**

Pedestrian connectivity is provided by a series of 4-foot sidewalks that provide access from the front of the townhomes to the public streets of King Farm Boulevard and Piccard Drive. Those properties fronting on King Farm Boulevard and Piccard Drive utilize the existing sidewalks along these streets. Transportation staff has consistently expressed concern with the proposed 4 foot sidewalk widths and have asked the applicant to consider expanding to

a 5 foot sidewalk. The City no longer installs 4 foot sidewalks anywhere in the City. However, the proposed 4 foot sidewalks are consistent with the approved street sections contained in the approved concept plan.

### **Parking**

Each of the proposed townhouse units will be provided with 2 off street parking spaces. The 20 foot townhomes will have a 2 car garage (side by side); the 16 foot townhomes will have an option of single car garage (with den) and a tandem space behind with a partial carport, or a 2 car enclosed garage (tandem); the proposed MPDU units will have a single car garage with an exterior tandem space. All residential on-site spaces are a minimum dimension of 9' x 18'.

There is a limited amount of on-street parking proposed, located on one side (west side) of Private Street "A" in the F5 neighborhood. There is no on-street parking proposed with any of the alley sections.

### **Transit**

The annexation agreement and the concept plan for King Farm both identified the median of King Farm Boulevard as the future alignment of the Corridor Cities Transitway (CCT). Phase One of the CCT is a 9 mile bus rapid transit (BRT) service operating from the Shady Grove Metro Station to the Metropolitan Grove MARC station in Gaithersburg. Areas served include the Crown Farm neighborhood, the Universities of Shady Grove and the Kentlands. King Farm is proposed to have 2 stations along King Farm Boulevard, at Piccard Drive and the Village Center.

The Shady Grove Metro Station is served by several bus routes operated by WMATA and Montgomery County Ride-On. Internally there are two bus routes operated by Montgomery County Ride-On (63 and 66) run along Gaither Road and Piccard Road. Additionally there is a private service ("King Farm Shuttle") that operates from the Shady Grove Metro station and circulates around the King Farm development.

### **Moderately Price Dwelling Units (MPDU)**

The proposed development complies with the requirements of the City's MPDU program by providing the number of MPDU's equal to 12.5% of the total number of units. For F5 there are a total of 76 units and 10 MPDU's proposed ( $76 \times 12.5\% = 9.50$ ); in F6 there are a total of 53 units and 7 MPDU's ( $53 \times 12.5\% = 6.62$ ).

## **Historic Resources**

Both of the subject properties (F5 and F6) are currently undeveloped open space. There are no historic resources on the site.

## **Environment**

Both of the subject properties (F5 and F6) are currently undeveloped open space. There are no natural resources or sensitive environmental features on the site.

### **Forest Conservation**

The forest conservation requirement for the F-5 and F-6 sites was met through the overall Forest Conservation Plan for the King Farm community and therefore, these projects do not have any requirements under the Forest and Tree Preservation Ordinance.

### **Noise**

A Phase 1 noise analysis (***See Attachment 13-1***) was prepared for the proposed project in August 2014. The study focused on noise impacts from I-270, I-270 exit and entrance ramps, Shady Grove Road and Piccard Drive. A 24-hour noise monitoring was conducted at two locations within the project: Lot 37 in the F5 development, which is closest to the I-270 ramps; and the southwest corner of the proposed surface parking facility for the Sheraton Hotel, also adjacent to the I-270 ramps. Both ground level and upper level monitoring were performed at these locations. Pursuant to the County guidelines for exterior noise levels the project location is within an area not to exceed a day-night average noise level (referred to as "Ldn") of 65 dBA. The upper level study indicated that approximately 46 units in both F5 (21) and F6 (25) will be impacted by upper level noise levels exceeding the 65 dBA Ldn. Ground level noise impacts exceeding the threshold 65 dBA Ldn were experienced by 40 lots in both F5 (19) and F6 (21).

The study proposes mitigation for the impacted lots. For indoor (upper level) impacts the study suggests that a building shell analysis be performed to determine architectural / construction mitigation necessary to bring the indoor noise level into compliance. Staff has recommended a condition of approval that the units identified as exceeding upper level noise thresholds be inspected for compliance with indoor noise levels (45 dBA Ldn) prior to issuance of occupancy permits.

The County guidelines do not require mitigation for front yards of residential units, or rear yards that also serve as driveways. Therefore the study does not recommend any additional mitigation for the ground level impacts.

### **Stormwater Management**

Stormwater Management (SWM) for this project will be provided in compliance with priority methods as established by code and as approved by the Development SWM Concept approval dated October 28, 2014 (***see Attachment 14-1***).

This project is being grandfathered pursuant to Chapter 19, Section 19-48(g) of the City Code (see Attachment #!). Piccard Pond was originally approved by the City under SCP99-00043 to provide quantity storage and retrofitted under SCP2004-00019 to provide water quality for its entire contributing drainage area. The King Farm F-5 site is wholly contained within the contributing drainage area to Piccard Pond where the SWM will be provided.

Partial on-site SWM is being provided by a combination of Environmental Site Design Measures (ESD) including Micro-Bioretenention and Planter Box facilities. The remainder of required SWM will be provided in the Piccard Pond.

### **Safe Conveyance**

Safe Conveyance for this project will be provided in compliance with the Safe Conveyance approval dated October 28, 2014 (*see Attachment 15-1*). Safe Conveyance is provided through the public storm drain system in King Farm Boulevard.

### **Sediment Control**

Erosion and Sediment Control for this project will be provided in compliance with the Preliminary Erosion and Sediment Control approval dated October 28, 2014 (*see Attachment 16-1*).

### **Zoning Ordinance Compliance**

The subject property is zoned PD-KF (Planned Development – King Farm) and is subject to the development standards specifically approved for the Planned Development identified in Resolution No. 10-96. The proposed development is consistent with the standards set forth for the “Rear Loaded Garage Townhouse” as depicted on the King Farm Design Guidelines, approved December 16, 1996 and revised on February 22, 1999.

<b>Development Standard</b>	<b>Allowed</b>	<b>Proposed</b>
Minimum Lot Area	960 square feet	960 square feet
Minimum Lot Width	16'	16'
Minimum Front Setback	6'	6'
Minimum Side Setback	0'	3'
Minimum Rear Setback	16'	16'
Maximum Height	120'	45'
Parking	1.7 spaces per unit	2.0 spaces per unit
MPDU	17 units	17 units

Based upon staff's review of the site plans all applicable development standards have been met. The proposed height of the townhouses is 45', which is inconsistent with the 35' residential height limit imposed for townhouses in King Farm. The underlying land use designation for these parcels (F5 and F6), as approved by the Concept Plan, is “office”, with a height range of 3 – 12 stories. Staff finds that, given the overall height of existing and potential buildings in this area, the proposed 45' (4 stories) height is consistent with the existing

development and is appropriate given the range of building height specified for this location by the Concept Plan. Architectural elevations and floor plans are attached as **Attachment 17-1**.

### **Neighborhood compatibility**

The two properties are located within the Irvington Centre section of the King Farm development. On the original concept plan the Irvington Centre area was the primary office location for King Farm. Subsequent amendments to the concept plan have included the Sheraton Hotel and the Ingleside continuing care retirement community within the previously designated office area.

The adjoining and adjacent properties are commercial and office in nature. Across Piccard Drive are two office buildings, located at the northeast and southeast corners of Piccard Drive and King Farm Boulevard. Both of these buildings are six stories in height. Immediately west of the F6 site is the Sheraton Hotel, and to the north of the F5 site is a six level parking garage associated with the Upper Rock Development.

The proposed four story townhouse development represents a further departure from the office designated concept plan. However, the approved concept plan does allow for the location of 300 residential units in the Office designated areas. Additionally in the adoption of Resolution No. 9-13 the determination was made that 144 residential units (current proposal is 129) located on the F5 and F6 sites would promote the “health, safety and general welfare of the Citizens of Rockville” and maintains the findings made at the time of the original Concept Plan approval.

### **Design Guidelines**

Pursuant to the concept plan, as approved by Resolution No. 10-96, a set of architectural guidelines were approved to govern the overall design of the community. Implementation of these guidelines is the responsibility of the King Farm architect for proposed construction. To determine compliance with the design guidelines the King farm architect has reviewed the proposal and made a determination of compliance outlined in a letter dated October 29 , 2014 and attached as **Attachment 18-1**.

### **COMMUNITY OUTREACH**

Pursuant to Section 25.07.05 of the Zoning Ordinance, a Level 2 site plan requires that the applicant reach out to the neighborhood and conduct public area meetings. The Level 2 site plan process requires two area meetings: a pre-application area meeting held during the pre-application process; and, a post application area meeting held following submittal of the site plan application. The project applicant has complied with both of these requirements. Their pre-application area meeting was held on October 9, 2013 with one King Farm resident attending. The post application area meeting was held on November 6, 2013 with two King Farm residents attending.

## FINDINGS

In accordance with Section 25.07.01.3.b. of the Zoning Ordinance, a site plan that implements all or a portion of an approved project plan is deemed to meet the findings for approval so long as the site plan complies with the conditions and requirements of the approved project plan and where the application will not:

- i) *Be detrimental to the public welfare or injurious to property or improvements in the neighborhood;*

There is nothing to suggest that the proposed townhouse development will be detrimental to the public welfare or injurious to property or improvements in the neighborhood. The neighborhood is designated by the Concept Plan for "Office" land use, the Mayor and Council gave their consent to allow additional residential dwelling units via Resolution No. 9-13, which specifically approved up to 144 townhouse units on the subject parcels (F5 and F6). Therefore the residential use is established for this property by Mayor and Council action. The surrounding development which consists of office, hotel and adjacent residential (Upper Rock) will not be detrimentally impacted by the proposed townhouses.

As discussed in the report, the proposed site plans provide adequate, yet limited, connections to the neighboring King Farm streets. Additionally, as shown in the Transportation Report, the proposed townhouse development will generate significantly less traffic than a comparable office development. Given the location of the F5 and F6 parcels at the end of King Farm Boulevard, and in conjunction with the reduction in trip generation, the proposed development will have no detrimental impact upon the neighborhood.

- ii) *Constitute a violation of any provision of the Zoning Ordinance or other applicable law; or*

The project complies with the PD-KF ("Planned Development – King Farm") zone as regulated by the approved Concept Plan for the King Farm neighborhood. Additionally the project is consistent with the design guidelines adopted for the King Farm development. Compliance with the attached conditions will ensure that the project is consistent with all other applicable law as determined through the development review process.

- iii) *Be incompatible with surrounding uses or properties*

As indicated above, the surrounding uses and properties include office development east across Piccard Drive, the Upper Rock mixed use development to the north and a hotel immediately to the west of the F6 property. Both of the subject sites are currently undeveloped. Given the range of uses in the immediate area the proposed townhouse development will not be incompatible. The F6 development will result in the

reconfiguration of the surface parking lot for the existing Sheraton Hotel. However, as discussed, the number of spaces will not be altered and access to the hotel will be maintained.

The proposed four-story building heights are compatible with height of the adjacent hotel. The office buildings across Piccard Drive, as well as the Upper Rock parking structure to the north, are all six stories in height and consistent with the proposed townhouses.

## **CONDITIONS**

### **Planning**

1. Submission, for approval of the Chief of Planning, of twelve (12) copies of the site plan (on sheets no larger than 24 inches by 36 inches).
2. Submission, for approval of the Chief of Planning, of twelve (12) copies of the architectural plans (on sheets no larger than 24 inches by 36 inches).
3. Submission, for the approval of the Chief of Planning, of twelve (12) copies of a coordinated detailed landscaping plan (on sheets no larger than 24 inches by 36 inches).
4. Submission, for review and approval of the Planning Commission, of a Final Record Plat prior to issuance of building permits.
5. Prior to issuance of building permits a site plan amendment must be processed and approved for the realignment, and maintenance of, the 84 surface parking lot spaces allocated for the Sheraton Hotel.
6. Prior to submission of building permits, the applicant must provide the City with certification from an engineer specializing in acoustics that the building shells for Lot 1, 11-18, 32-40, 45, 66 and 67 on F5, and Lot 1, 27-30, and 34-53 on Lot 6 have been designed to attenuate projected exterior noise levels to an interior level not to exceed 45 dBA Ldn. The Applicant must commit to construct the units in accord with these design specifications, with any specification changes that may affect acoustical performance to be approved by the engineer in advance of installation.
7. Prior to submission for building permits for building construction, a MPDU agreement must be executed with the City of Rockville for the project A minimum of 12.5% of dwelling units shall be designated as Moderately Priced Dwelling Units (MPDUs).

8. Prior to the issuance of a building permit for the proposed retaining wall on the north side of the F5 property, the applicant must obtain an easement for the construction and maintenance of that portion of the wall adjacent to City owned property. If an easement cannot be obtained the applicant will limit the LOD for construction and maintenance of the wall to the F-5 property.

**Public Works Engineering**

9. Obtain all required plan approvals and permits from WSSC prior to issuance of building permits.
10. Comply with conditions of Development SWM Concept Approval Letter dated October 27, 2014.
11. Comply with conditions of Safe Conveyance Approval Letter dated October 27, 2014.
12. Comply with conditions of Preliminary Erosion and Sediment Control Letter dated October 27, 2014.
13. Submission, for review, approval, and permit issuance by the DPW, of the following detailed engineering plans, studies and computations, appropriate checklists, plan review and permit applications and associated fees. All DPW permits must be issued prior to issuance of building permits.
  - a) Stormwater Management Plans (SWM) for on-site stormwater management;
  - b) Sediment Control Plans (SCP) for all disturbed areas;
  - c) Public Improvement Plans (PWK) including all work proposed within the public rights-of-way of King Farm Boulevard, Piccard Drive and any existing easements. Submission must include storm drain, paving, striping and signing, and maintenance of traffic plans.
  - d) Private Improvements Plans (PWK) including all work proposed within the private right-of-way and easements of the private road and alleys. Submission must include grade establishment, storm drain, paving, striping and signing, and street tree and lighting plan.
14. Submit for review and approval by the DPW, a phasing plan for pedestrian access during the construction period. The pedestrian access plan shall include, but not be limited to, the methods of maintaining pedestrian safety and access on the existing sidewalks and existing routes, temporary closing of sidewalks for work in the streetscape zone, and pedestrian detours, as well as efforts to minimize closure of sidewalks. This plan shall be approved prior to issuance of any DPW permit.
15. All plans should be submitted on 24"x36" sheets at a minimum scale of 1"=30' unless otherwise approved by DPW. The Public Works Plan must be submitted on City base sheet, all others may utilize non-City base sheet.



16. Submission, for review and approval by the City Attorney's office prior to DPW permit issuance, all necessary deeds, easements, dedications, and declarations. Drafts of the required documents, with the exception of SWM easements and agreements which can be included at second submission, must be included with the initial submission of the PWK package and must be recorded prior to issuance of DPW permits, unless otherwise allowed by DPW.
17. If easements from offsite property owners cannot be secured, revisions to the Site Plan may be necessary.
18. Post sureties for all permits based on the approved construction estimate in a format acceptable to the City Attorney. Approval is coordinated through DPW staff.

**Traffic and Transportation**

19. All internal traffic control devices (i.e. signs, marking and devices placed on, over or adjacent to a roadway or walkway) to regulate, warn or guide pedestrians and/or vehicular traffic shall comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). The on-site signing and pavement marking plans shall be submitted to DPW and approved by the Chief, Traffic and Transportation Division. (Approved plan shall be included in the signature set.)

## Attachment 1: Aerial



Case Number: STP2014-00216 & 00217

Address: 900 & 901 King Farm Blvd

Project Name: King Farm Associates, LLC



★ Project Location



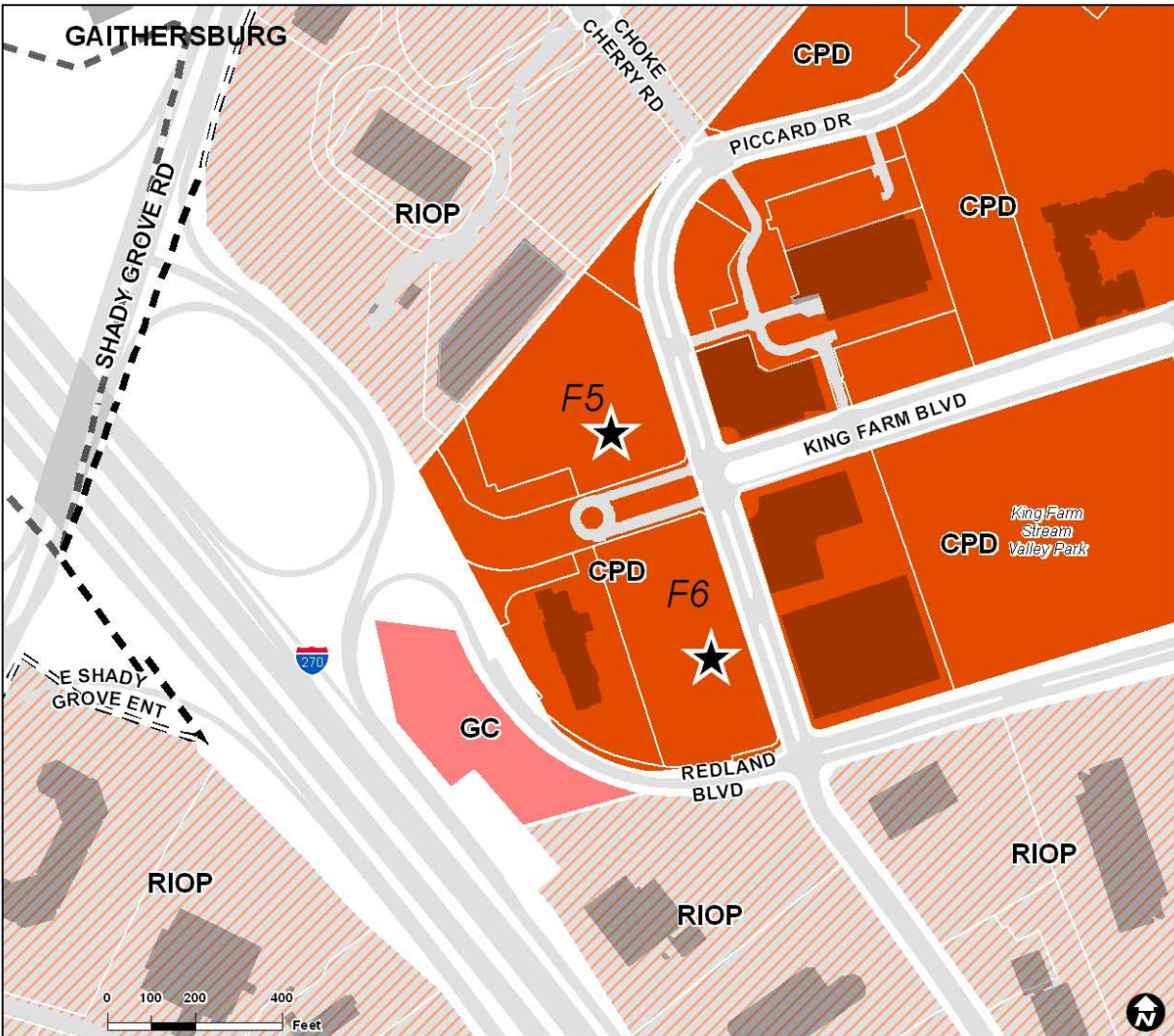
## Attachment 2: Planned Land Use Map



Case Number: STP2014-00216 & 00217

Address: 900 & 901 King Farm Blvd

Project Name: King Farm Associates, LLC



### LEGEND - Master Plan Land Uses

DRL - Detached Residential (Low Density Less Than 2.5 Units Per Acre)	PRSTD - Preferred Residential - Single-family Detached	MUI - Mixed Use Industrial
DRM - Detached Residential (Medium Density 2.5 to 4 Units Per Acre)	PRSFA - Preferred Residential - Single-family Attached	PBF - Public Buildings and Facilities
DRH - Detached Residential (High Density Over 4 Units Per Acre)	PRSFAD - Preferred Residential - Single-family Attached/Detached	PI - Public and Institutional
GA - Garden Apartments	PRMF - Preferred Residential - Multi-family	I - Institutional
AR - Attached Residential	PC - Preferred Commercial	PRCA - Private Recreational and Conservation Area
HRA - High Rise Apartments	POLW - Preferred Office/Live Work Space	POS - Private Open Space
NC - Neighborhood Commercial	PO - Preferred Office	PPOS - Public Park and Open Space
GC - General Commercial	MUPO - Mixed-Use Preferred Office	RPR - Rockville Pike Residential
EC - Entertainment Corridor	MUPR - Mixed-Use Preferred Residential	RPCMUD - Rockville Pike Corridor Mixed-Use Development
SI - Service Industrial	MR - Mixed Residential	CPD - Comprehensive Planned Development
RIOP - Restricted Industrial / Office Park	MUC - Mixed Use Commercial	Rockville city limits
RRW - Rail Right-of-Way	MUD - Mixed Use Development	Maximum Expansion Limit



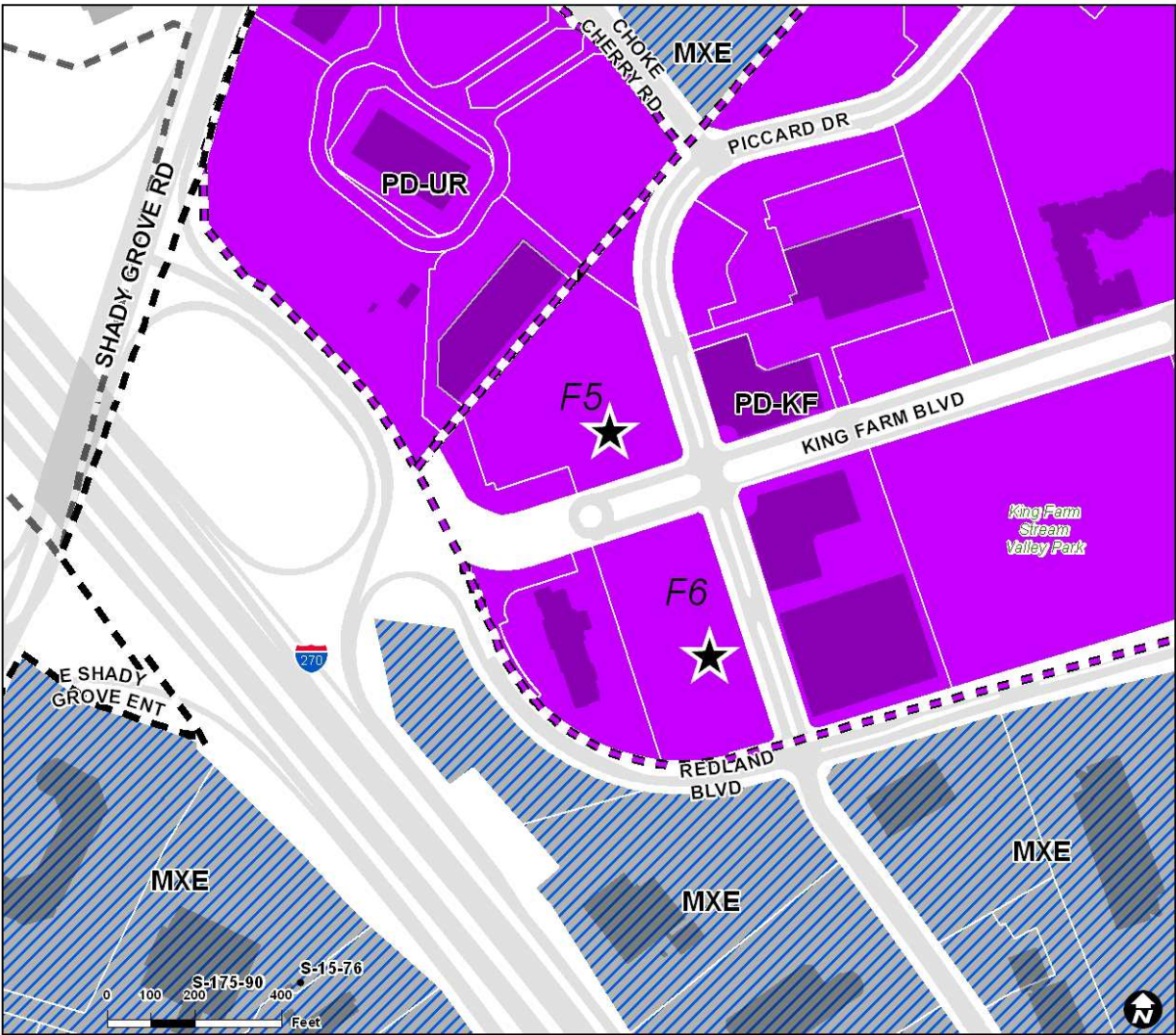
Attachment 3: Zoning Map



Case Number: STP2014-00216 & 00217

Address: 900 & 901 King Farm Blvd

Project Name: King Farm Associates, LLC



LEGEND - Zoning Districts

- R-400 - Residential Estate
- R-200 - Suburban Residential
- R-150 - Low Density Residential
- R-90 - Single Unit Detached Dwelling, Restricted Residential
- R-75 - Single Unit Detached Dwelling, Residential
- R-60 - Single Unit Detached Dwelling, Residential
- R-40 - Single Unit Semi-detached Dwelling, Residential
- RMD-10 - Residential Medium Density
- RMD-15 - Residential Medium Density
- RMD-25 - Residential Medium Density

- MXB - Mixed-Use Business
- MXC - Mixed-Use Commercial
- MXCD - Mixed-Use Corridor District
- MXE - Mixed-Use Employment
- MXNC - Mixed-Use Neighborhood Commercial
- MXT - Mixed-Use Transition
- MXTD - Mixed-Use Transit District
- PD - Planned Development
- PARK - Park Zone
- IL - Light Industrial

- Rockville city limits
- Zoning Overlays**
  - Clusters
  - Historic Preservation Parcels
  - Lincoln Park Conservation Overlay
  - Planned Developments
  - Town Center Performance District
  - Twinbrook Metro Performance District
  - Special Exceptions